precious catalogue with any expectation of finding easy access to every book on "Building," he will be surprised to find, or at least induced to believe, that there is not one book of the sort in the whole library, as not one work on "Building," old or new, is there indexed or recorded. Not so with "Masonry," however. There is "A New Song," so called, with a lot of other "old songs" under the head of "Masonry, Free;" and these, with "Mason, Monck," "Mason, William," Mason, Thomas, Robert, John, or something equally explicit and important, exhaust the whole catalogue under head of "Mason," or "Masonry." But there may really be no books in the library on the art of "Masonry," some one may say. Well, we shall not offer either our own or any other evidence on that point; but does any one imagine that there is no modern book on "Chemistry" in it, since there is no such heading or no such collection of books in the catalogue?—Or does he believe that there is no book on "Anatomy" except the "Anatomy of *et cetera*"—a highly characteristic representative, by the way, of such *general* heads of Museum classification and "easy access,"—to which, however, must be here, too, added a few "Anatomias" on the old basis.—Or can he suppose that there is little "Physics," and less "Metaphysics"—a poor sprinkling of "Theology," and as little "Physiology" as "Anatomy," though there are plenty of "Physicians," and no end of "Physic" and of "Law"—on which latter basis, by the way, his lordship, the Lord-Advocate, may probably have grounded his opinion of this immaculate catalogue. As for such obscure and trifling subjects as "Dynamics," of which there is none, or "Hydrostatics," the nearest approximation to which is "Hydrophobia"—with the single exception of a "Hydrostatic ship," a curiosity, in its way, in go-ahead times like these, and the sole representative, too, of all the other "Hydroes," which are avoided, no doubt, out of deference to "Hydrophobia," from which a safe alphabetical distance is thus very properly kept,—it is really needless for us to say even one word more, either on these or on the more important heads, "Geology," "Astronomy," "Geometry," &c., except that the occasional abortive attempts at classification which pervade this poor and pitiful apology for a catalogue, only prove the consciousness of *what* the rule ought to have been, and *that* it has been wittingly as well as indolently neglected. In conclusion, we will venture to characterise it as a production the like of which the meanest circulating librarian in the poorest village in Britain would be ashamed to acknowledge as his handiwork.—The establishment itself sadly needs sweeping changes. It is to be hoped the "commission" will do its duty; but hope with us is stronger than expectation.

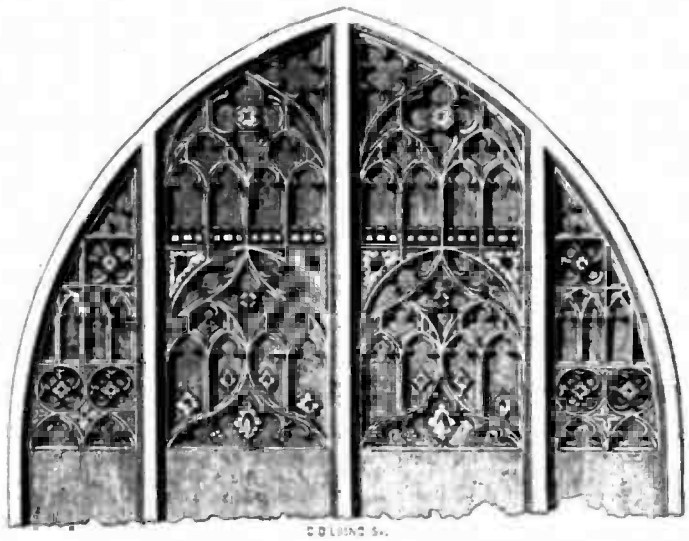
BAD WORK, AND WHY.

SIR,—Will you allow an operative mason to make a few remarks in your valuable journal, in which I have frequently seen just complaints of the way in which mason-work is too often executed in various parts of this country. The parties complaining generally state the cause to be a want of competent operatives; but there is another and a greater cause, and that is, that in nine cases out of ten the operatives have not sufficient time allowed them to execute their work in a proper manner. If a man is seen by some contractors or their foreman to take a pride in doing his work well, he is told that he must not take so much pains with it, as it is only so and so, or that it is going a great height, &c.; and if he does not take the hint, and move a little quicker, and consequently much worse, he is paid off, as a warning to the others. The effect of this is, that the men see that he who does the greatest quantity, leaving out the quality, is counted as the best man. I for one, and scores beside me, earnestly wish that sufficient time was allowed us: not that we wish to take advantage of the contractors, but that buildings might be creditable to the present age, and monuments in time to come of the genius of the architect and the skill of the workman.

Leeds. AN OPERATIVE MASON.

*** We have said the same thing ourselves before now, but cannot refuse to let a workman speak out for his class.

PERPENDICULAR PANELLING: BRANDESTON CHURCH.



PERPENDICULAR WOODWORK.

BRANDESTON CHURCH, SUFFOLK.

THE accompanying sketch, presenting a good specimen of the tracery prevalent on church doors during the third Pointed or Perpendicular period of ecclesiastical architecture, is taken from the quiet and little-known village church of Brandeston, near Wickham-market. It is on the west door opening into the tower, which latter is a fine example of cut flint-work so peculiar to the eastern counties.

There is, however, nothing else particularly deserving of notice in the edifice, and a casual observer might pass by many times without deeming it necessary to turn out of the road to visit the church. I myself have done so many times, till, a few weeks since, business required me to make rather a prolonged stay in the village, when, having a few leisure moments, I strolled down to the church, more for the sake of a walk than with the hopes of seeing anything "good," but came away fully impressed with the importance of visiting every church I had an opportunity of seeing, whether prepossessing or not in appearance.

The tracery is entirely worked—as was often the case at this period—with a simple hollow and fillet, and—thanks to rural simplicity and a lack of modern refinement—has escaped the daubing of paint and whitewash so often applied by over zealous and ignorant churchwardens. R. M. PHIPSON.

Ipswich.

The scale is 1 inch to a foot.

RAILWAY JOTTINGS.

THE view taken by us on the engine-driving question has been supported by several of our contemporaries. "Our opinion," says the *Mining Journal*, "is, that all correct-minded men think Mr. M'Connell and his supporters are decidedly in error, and careless for the safety of the public, and that in this case the men are right." Of course none of us have been blind to the fact that the men have studiously, though towards their superiors most respectfully, rung the alarum for the public safety, in order to promote their own interests by the force of public opinion; but events appear to have justified them even in doing that, although the public know but too well that accidents, such as those of last week, will and do occur, in spite of all the engine-driving experience yet accumulated. That the official announcement that the trains were in the hands of competent and efficient drivers has been completely discountenanced by the facts, however, appears but too evident, as also does the assurance that Mr. M'Connell's scheme was not designed, or at least *adapted*, to the ultimate and permanent reduction of the wages of the men. Indeed, the Directors have virtually acknowledged as much in the alleged abandonment of that scheme, provided the men would give in *unconditionally*, which they promptly did, and were thereupon as promptly assured, on the part of the directors, that they would not be prejudiced as regards their present rates of wages, and that their interests in other respects would be fully protected. Suspicions of the good faith of such an understanding, however, on the part of the subordinates, were excited by the exclusion of the firemen from the benefit of a replacement,—and their companions in adversity, the drivers, therefore still determined to stand by the interests of all who resigned employment, as an essential condition in the agreement,—since which, we understand, both firemen and drivers have been replaced; and we sincerely trust that a determination has been come to to keep faith with them, not only to the letter but to the spirit of their surrender, by an abandonment, or a satisfactory modification, of a scheme which we believe must have proved far more objectionable than a straightforward notice of reduction of wages, on the ground of reduced dividends. Some of the shareholders, even, we have reason to know, have done an injustice to those who were only protecting their own vital interests in a way and with a demeanour but too seldom displayed amongst inferiors, in these days, towards their superiors,—having not only accused them of dictation to their superiors, but of actual insolence and threats,—the display, in short, of a spirit anything but like the rational, and respectful, and exemplary, but firm procedure of the inferiors, in the present instance, from beginning to end.——The timber-gearing of the high level bridge across the Tyne at Newcastle has been connected from side to side, and the temporary viaduct will shortly be completed for the passage of trains. The *Gateshead Observer* suggests that the high level bridge should be henceforth named "the Stephenson Bridge," in honour of the elder Mr. Stephenson now deceased. A brief memoir of this celebrated engineer will be given in THE BUILDER.——The men employed on the high level bridge across the Tweed lately struck work on account of arrear of wages. They demanded security for regular monthly payments, better usage at the 'tommy shops,' and a better arrangement of the sick allowance. A ticket for 20s. worth of goods, it was alleged, would only produce 15s. in money. The arrears were paid on the day after the strike, and a shocking scene of

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